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PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
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[a1342]
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
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General Managers.
Hongkong, 1st October, 1905. [a2771]
EMPLOYMENT WANTED.
A BOOKKEEPER being desirous of
occupying his leisure hours is open to
engagement after 5.30 p.m.
Address by Letter to "S."
Care of "Daily Press" Office.
Hongkong, 14th March, 1906. [a51]
HONGKONG CLUB.
NOTICE.
THE NINTH DRAWING of Sixty-Five
Clubs, \$100 each, was held in the Hongkong
Club House, on SATURDAY, the 17th inst.,
when the following PRIZES were
DRAWN FOR REDEMPTION—
7 - 357 888 1,304 1,705
14 369 905 1,306 1,712
30 407 940 1,313 1,731
121 500 945 1,435 1,736
151 513 1,015 1,478 1,758
173 629 1,079 1,577 1,893
216 738 1,082 1,624 1,916
219 744 1,105 1,633 1,947
226 769 1,139 1,634 1,952
231 807 1,180 1,635 1,953
279 821 1,200 1,681 1,967
280 828 1,273 1,686 1,990
and will be payable at the Hongkong and
SHANGHAI BANKING CORPORATION on
SATURDAY, the 31st day of March, 1906,
in exchange for surrender of same.
By Order, **C. H. GRACE,**
Secretary. 666
Hongkong, 17th March, 1906.

HONGKONG HIGH-LEVEL TRAM
WAY COMPANY, LIMITED,
IN LIQUIDATION.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 10 minutes.
3.30 p.m. to 3.50 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.
SATURDAY.
Extra cars at 12.00 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
A. GHT (ARS) at 8 a.m. & 9.00 p.m. 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Voeux
Road Central.
JOHN D. HUMPHREYS & SO.,
Liquidators.
Hongkong, 18th July, 1905. 2260

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Servants' Quarters. Can be used as one dwell-
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SHEWAN, TOMES & CO.
Hongkong, 18th March, 1905. [a71]

NOTICE.
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&c., are open to receive OFFERS FOR
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PROPERTY, comprising portions of Marine
Lots Nos. 31 and 32, approximate area 43,000
square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905. [135]

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FITTED "FREE OF CHARGE."
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Hongkong, 20th December, 1905. [a33]

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15, QUEEN'S ROAD CENTRAL.
Hongkong, 1st March, 1906. [a34]

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[a1566-2]

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Hongkong, 24th July, 1905. [a26]

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Comfortable accommodation for travellers
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View of the Harbour. Terms moderate.
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(late of "Tang Yuen.") [43]
Hongkong, 27th June, 1905.

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ONE LARGE FRONT BEDROOM with
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Hongkong, 23rd March, 1906. [704]

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MRS. GILLANDERS
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Hongkong, 20th September 1905. [673]

INTIMATION



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130

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG, MARCH 26th, 1906.

WHAT we said on Saturday as to the calculated shortage of wheat in the not distant future is a not altogether enlivening prospect for humanity. Certain French philosophers have recently been prophesying that humanity in the future ages of the world will have to be a vegetable eater, but as that is not likely to happen for many hundreds of years hence, the present dwellers on the face of the earth need hardly trouble themselves over the prediction. The probable shortage of wheat which is likely to occur within the next generation is one to which the statesman cannot afford to shut his eyes, and as the first rumblings of the storm are already upon it is well for those to whom will be entrusted the steering of state to ponder on the new conditions which must prevail before the century has attained its majority. The nineteenth century, it is hardly necessary to repeat, has been unique in the history of the world. It is only within the last few years that we are beginning to realise how advanced was the old civilisation of Egypt and the Mesopotamian plains: partly that civilisation were itself out; partly it was destroyed under the encroachments of peoples in a lower stage of culture. In any case it comprised but a limited portion of the earth's surface. In many respects it differed markedly from that of modern times: not only was it confined within narrow limits superficially, but it depended practically entirely on the products of the surface; and in a great measure died out naturally when the productiveness of the land began to diminish. One of the great mainsprings of the modern civilisation has been that in an even greater proportion it has been dependent on the subterranean

riches of the crust itself; and over huge districts these are already beginning to show signs of exhaustion, and it has become a matter of calculation how much longer they can be called upon effectively. There is unfortunately the distinction between the two, that whereas the products of soil, if we handle them with judgment, will in the course of nature, and by natural means, continually renew themselves, the subterranean wealth of a land once removed can never be restored. Practically the civilisation of the nineteenth century has been built entirely on coal, and the possession or not of coal has been the actuating factor in national greatness. Such facts might have naturally been expected to produce economy; that they have not has been due to another but collateral series of events. The creator, as he may fairly be called, of the age was of course JAMES WATT: Finding that certain inventive minds had been seeking to use the expansive force of steam to assist human labour, he took up the fascinating problem, little thinking that the task that he had undertaken was about to revolutionise the world; socially and politically as well as industrially. Under his hands the steam engine hitherto but a playing became a perfect machine, which a little experience showed could be employed in every department where human labour had previously been the motive agent. But the new power needed food as well as the more old-fashioned labour of human hands; that food was, however, to be found underground, and was known to be extensively developed in England—so extensively that to the statesman of the day it appeared absolutely inexhaustible. JAMES WATT's steam engine would in any case have had far-reaching consequences, though without collateral circumstances it would hardly for generations to come, at least, have transformed a world. Just thirteen years before JAMES WATT, in a small Scotch provincial town, another remarkable man, ADAM SMITH, was born. ADAM SMITH was not a mechanical inventor, but taking up the philosophy of human production he invented, we may say, an absolutely new science, that of political economy: the one man's thoughts were to be necessary complement to the other's practical genius. Under WATT's invention it soon became manifest that articles of daily need could be produced of better quality and lower price than under the old conditions. There was, however, a limit to the available markets for their consumption, and ADAM SMITH showed that this limit was largely due to restrictions on the natural course of commerce, partly political and partly financial. The ultimate effect of WATT's inventions supplemented by SMITH's teachings was the supersession by Free Trade of the old policy of restriction, with the result that British industries for more than half a century ruled the world.

But a change so wide reaching could not be accomplished without, in the happy phrase of DARWIN, raising up a host of correlated variations. The altered conditions of labour led to an entire inversion of the old relations between labour and capital. Legislation for the benefit politically and socially of the working classes, and for their sanitation and education, began to occupy a prominent place in the councils of the land; and in the midst of these distractions ordinary economy was thrown to the winds, and the political economy of the early freetraders reduced to the weakling fetish of the Cobden club. Weakly pandering to the mere cry of numbers as contrasted with intelligence, the old constituency of the country was watered, and, before the newly enfranchised had assimilated their privileges, was weakened again. Politically the situation bears considerable likeness to that of Rome under the Antonines. In some respects the substitution of slave labour for the hard work of the free Roman labourer paralleled the substitution of the machine in modern times. One result, in the beginning at all events, in both cases was the raising of the status of free labour, but collateral influences were at work which tended to lower to this status to that of a proletariat. A century later in Rome the cry brought which Emperor and Senate had to crouch helplessly was the ominous shout from the once independent working classes of *Panem et Circenses*. Now it is an unpleasant fact, not to be concealed by any process of apologetic sophistry, that in the recent cry of the "Big Loan," under which the last General Elections were decided, we have heard the first mutterings of a similar cry. Indeed we may even go further and suggest that in the open favouring of the recent cry of the right of the working man to state employment, favoured as it was by many of

the Radical candidates at the election, we have already gone near the corresponding demand of the Roman proletariat for absolutely free bread.

But to return to the subject of national economy which has been left out of sight by our modern professed "freetraders," be they Unionist or Liberal, it is true that a statesman's main concern is with the present, but history has never condoned the man who failed to look in the face the problems of the near future. Already the careful observer sees unmistakable signs on the horizon that the question of wheat supply is in the increasing population of the Mississippi States, and the approaching exhaustion of the nitrate beds, of which we spoke a few days ago, becoming of importance: the present indications are that by the middle of the century it will have become the pressing problem of the day. Of equal if not greater importance to the nation is the extinction, now within thinkable limits, of our coal supply. In the days of Sir ROBERT PEEL, when Free Trade was a living entity, we could afford to look with justifiable complacency on the situation. The exhaustion of our coal treasures according to our then consumption was a matter of many centuries, and none but a statesman of the calibre of DON QUIXOTE would have felt himself called to legislate for his descendants in the sixteenth generation; but the situation to-day is far different, and already the comparative scarcity of the fuel is beginning to react on our industries. We have been extravagant, in fact, to unpardonable extremes; and not content with wilfully wasting at home this our most important national asset, we have been sending it abroad in continually increasing quantities to the very great advantage of our competitors, and this has not been done ignorantly, but in the face of the warnings of officially appointed commissions. So much for the industrial side of the question; the political affords a hardly more agreeable prospect.

Consciously or unconsciously under the false pretence of free-trade we have been backing up abroad the most unblushing system of protection that the world has yet seen, and under its influence we have been permitting our home industries one by one to be dried up to the roots, or transplanted bodily to our competitors' country, with the result that our own unemployed labour is becoming a growing cause of national concern. Complacently too, without in any way recompensing the country for this loss of its most important asset, we have been actually supplying abroad under the name of free-trade the sinews of war. If the direct effect of free-trade has been the building up of the North and West with great cities such as Manchester and Birmingham, the inevitable result of our present policy will be, in probably a still shorter period, to render these hives of industry little better than heaps of ruins as desolate as the long departed cities of ancient Chaldaea. These are the lessons which the result of the recent election has brought vividly to the front. At the moment the country, in the first stages of political intoxication, has lost the power of seeing things as they really are, but the inevitable awakening must come, and its coming cannot be long delayed. Let us hope that it may come soon enough to avert the break up of the even to-day powerful British nation.

The 73rd plague case was recorded on Saturday.

Numerous cases of plague are reported in Japan.

The English Mail of the 24th February was delivered in London on the 23rd inst.

Mr. Arthur Turner has been appointed a member of the Authorised Architects' Committee vice Mr. J. Orange, resigned.

According to official returns the population of Yokohama at the end of December last was 331,627, the number of houses being 64,024.

The March number of the V.R.C. Magazine is to hand, and though a reading leaves a good impression, the contents do not lend themselves to quotation. "Argaty's" account of a four-some is merry reading.

Gentlemen attending the dinner at the Club, to officers of the Japanese Fleet, are requested to be at the Club at 7.45 at latest to receive H.E. the Governor, who has kindly consented to be present, and the Japanese guests.

It is notified in the Gazette that the Bacteriological Institute at Tai Ping Shan has now been opened and that all communications intended for the Government Bacteriologist should in future be sent to his office at the Institute.

H. E. the Governor has been pleased to grant to Lieut. J. A. T. Plummer, H.V.C., leave of absence for two months, and to Lieut. W. Murray Scott, H.V.C., leave of absence for twelve months, commencing from the 20th March and 18th April, respectively.

Dr. Macho, the missionary who escaped from the Lianchow massacre in such a dramatic way, has taken up duties for the Presbyterian Mission Board at Iloilo, Philippines.

His Majesty has not been advised to exercise his power of disallowance with respect to an Ordinance further to amend the Merchant Shipping Ordinance, 1899, and for other purposes.

The final tie for the gold medal presented by Mr. Jas. Neish, of the s.s. *Empress of China*, was played on Friday afternoon on Kowloon Bowling Green between Messrs. J. C. Gow and Jas. Ramsay, and a keen game ended in a win for the former by 21 shots to 20.

With reference to Government Notification No. 56 of the 29th January, 1902, His Excellency the Governor has been pleased to appoint Mr. John Ingram Andrew to be a surveyor of boilers of unlicensed steamships under 60 tons burden in succession to Mr. W. G. Winterburn, resigned.

The Committee, and any subscribers who care to attend, are requested to go to the City Hall at 12 p.m. to-day (Monday), to receive the Japanese and British blue-jackets, who dine there at one o'clock. After the men are seated, it will be necessary for only a few of the subscribers to remain to see that the men are well looked after.

The programme of music to be performed by the Band of the 2nd Royal West Kent Regiment on the New Parade Ground to-day (Monday), from 5 to 6.30 p.m., is as follows:—March, "El Capitán"; Sousa; Overture to "Mirella"; Gounod; Selection from "Maritana"; Wallace; Valse, "Abschied von München"; Gangl; Patrol, "The Crack Regiment"; Tokani; Selection from "The Orchid"; Coryll.

According to returns made by the authorities, at the end of 1904 there were 35,687 physicians practising in the Japanese empire. Of this number 700 were dentists. The number of doctors practising general medicine included 1,583 graduates from the Imperial University; 3,243 graduates from the Medical College; 2,889 graduates from Prefectural Medical Schools, and 94 holders of foreign Diplomas of Medicine.

It is doubtful, says the United States Consul at Amoy, if there is another people on earth as good judges of value as the Chinese. Their average possession of worldly goods is so small that what they do have they know all about. The margin between their expenses is so small, where there is any at all, that every expenditure is watched with the utmost care. They are a thoroughly clothed people, even in the southern provinces, and clothing is even more of social necessity with them than it is with other nations professing to be further advanced in civilization. It goes without saying, that anything affects them directly and at once. Practically the basis of all their clothing is cotton, or, in the case of the well-to-do, a measure of silk.

The Hongkong Branch of the Royal Sanitary Institute is at present making a very great effort to accomplish good work in the Colony by the promotion of sanitary knowledge. We understand that the local branch has arranged to hold three distinct examinations, and a fourth will be arranged for later. The arrangements up to the present are:—Examination in Practical Sanitary Science, April 18th and 19th; Examination for Sanitary Inspectors, April 18th and 19th; Examination in Hygiene for School Teachers, in October next; Examination for Inspectors of Meat and other Foods will be arranged later. We have no doubt that the Acting Secretary, Mr. Alfred Carter, Sanitary Board Officers, will be pleased to forward particulars of these examinations to anyone interested in this movement.

At four a.m. on March 9th, a fire occurred in the Foreign Settlement, Kobo, by which the Oriental Hotel Annex, Messrs. Christensen's stevedoring offices and other offices were completely destroyed. The annex to the Oriental Hotel was a commodious building erected some years ago. The manager of the hotel, Mr. Adam, estimated the amount of damage at Y125 0/0 approximately, and in the evening, the *Chronicle* obtained the following estimate of the loss from the police:—Oriental Hotel, Y120,000, covered by insurance; Messrs. Christensen, office furniture only, Y1,500, no insurance; Shanghai Toilet Club, Y2,000, no insurance; Dr. Perl, whose dental office is in a room of the hotel, Y2,500, no insurance; Messrs. Petit & Co. Y3,500. There are of course other losses, such as those sustained by the guests, and in two cases this amounts to a considerable sum in respect of clothing, etc.

POLICE COURT.

Saturday, March 24th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

THE ALLEGED ASSAULT BY A CONSTABLE. In the case where J. Cree charged P. C. Taylor with assault, his Worship gave his reserved decision. He said:—In this case with reference to the condition of the complainant on the night in question I have no doubt that he was very intoxicated. With reference to the evidence generally it was of a most conflicting and also most unsatisfactory nature. The onus is placed on the prosecutor of satisfying me beyond all doubt that the defendant was the man who assaulted him. This fact has not been proved to my satisfaction and my finding is therefore for the defendant and I order the summons to be dismissed.

A COSTLY OMISSION.

The master of the Ying Kee ship, 1, Rutter Street, was fined \$300 for selling samshu without a license; of this amount \$50 was to go to the informer.

TELEGRAMS.

[REUTER'S SERVICE.]

THE VOTE OF CENSURE ON LORD MILNER.

LONDON, March 22nd.

The motion for a vote of censure on Lord Milner has been rejected in the House of Commons without a division, and the amendment moved by Mr. Winston Churchill has been adopted.

THE JAPANESE FAMINE FUNDS.

LONDON, March 22nd.

New Zealand has decided to defray the expenses of the transmission of gifts for the relief of the famine in Japan.

THE CHINESE INDEMNITY.

LONDON, March 22nd.

Mr. Asquith, replying to Mr. McKee, stated that after discharging the claims against the Chinese indemnity, the Treasury will possess £350,000.

THE HOUSE OF COMMONS.

LONDON, March 22nd.

The Committee of the reform procedure of the House of Commons recommends that the House shall meet at 3 p.m. instead of at 2 p.m., abolish the dinner hour and rise at 11.30 p.m.

THE TRANSVAAL LABOUR QUESTION.

LONDON, March 22nd.

The mining houses are seriously considering the advisability of the importation of Indian labour into the Transvaal, but it is feared that the climate may result in a heavy mortality and so render the scheme impracticable.

GERMANY AND RUSSIA.

LONDON, March 23rd.

The Berlin press is angry at Count Lamsdorff's telegram to the Russian delegates at Algiers, and accuses Russia of duplicity and ingratitude.

THE UNITED STATES IMMIGRATION LAWS.

LONDON, March 23rd.

President Roosevelt, replying to a labour deputation demanding more stringent immigration laws, defended the measures for relaxing the regulations for the entry of Chinese to the United States.

THE CHINESE COMMISSION.

LONDON, March 23rd.

Mr. Tsai-tan, of the Imperial Chinese mission, has arrived in London.

EGYPT, TURKEY AND GREAT BRITAIN.

LONDON, March 23rd.

The Porte insists that Tabah is an integral part of the Turkish Empire belonging to the district of Akabah, and the Turkish military authorities are erecting posts to demarcate the boundary of the Sinai peninsula. Great Britain is unable to accept the Turkish view, and hopes that the Porte will reconsider its position. In the meanwhile the cruiser *Diana* remains in the vicinity.

RAGGING IN THE BRITISH ARMY.

LONDON, March 23rd.

Mr. Haldane has ordered an enquiry into the "ragging" of Lieutenant Clarke Kennedy, of the Guards, at Aldershot, who has had to flee to London with his nerves shattered.

ALIENS IN BRITISH MERCHANT SERVICE.

The Merchant Service Guild have communicated with the Admiralty asking for confirmation of the report in the press that the s.s. *Speedwell*, chartered by the Admiralty to carry coal to Chatham, was delayed at Penarth owing to the fact that amongst the crew were eight aliens who, it is stated, were required by the Admiralty to be supplied by British subjects; who alone would be allowed inside the Government Works at Chatham; for with definite information the Guild informed the Admiralty that delay of the kind with vessels so chartered could be avoided in the future. Also, in reference to the proposed naval manoeuvres in June next, the Guild are drawing attention to the notice issued by the Board of Trade relating to an examination service in time of war which will come into force at such ports in the United Kingdom and His Majesty's possessions abroad as are defended by means of mines and batteries; masters to receive confidential notices of the ports at which this examination service has been established. The Guild emphasise the fact of aliens not only figuring in the forecasts of British merchant ships, but actually in command of such vessels, and point out that alien captains of British ships receiving information in this way might use it in a way most damaging to the interests and safety of our country. They think that the present is a very opportune moment for once more drawing attention to this serious matter.

CANTON.

[FROM OUR CORRESPONDENT.]

March 24th.

DEARER RICE.

The price of rice is increasing here. During the first moon, rice could be bought at one dollar for 20 catties (1st class), or for 27 catties (2nd class). Now, with the same amount the people can only get 18 catties (1st class) or 25 catties (2nd class). The increase is due to the report that in Shanghai, Mo-n and Chan Kiang a discussion is on to forbid the exportation of rice. It is also due to the fact that Kwangsi merchants are buying rice from the rice shops in Sha-Kao (Tai Kai), and are offering good prices.

INFIDENT SMUGGLERS.

The Customs have a revenue boat cruising in the vicinity of Nam Shik To. It is there for the special purpose of preventing smuggling. Recently this boat received a threatening letter from some rascals who demanded a considerable sum and 40 per cent. of the yearly revenue of the boat. The letter says that if the request is not complied with the boat will be burnt.

MILL'S TOO MUCH CIVILIZATION.

The Viceroy has issued an order to the effect that all officials shall commence to wear summer hats from the 25th inst.

RAILWAY MATTERS.

On the 21st inst. the Chamber of Commerce received another dispatch from the Viceroy urging the merchants to take over the Canton-Hankow Railway and requesting them to report without delay stating how they will pay the railway loan. The Viceroy says that the first instalment of interest on this railway loan will fall due on the 6th April. After deducting the income of the Pat-shan Railway, there still remains a sum of \$4,178 short which must be raised. He (the Viceroy) having heard that the merchants have collected more than \$1,000,000 and believing that they will find no difficulty in raising the \$200,000,000 necessary, and having confidence in the undertaking, asks the merchants to appoint several wealthy members of the gentry to take charge of affairs and to submit their names to him so that he may memorialize the Throne and transfer the control of the line to them, as His Excellency is very anxious to see this done as quickly as possible.

THE FRENCH FLEET.

The French Fleet, though not greeted with an ostentatious display, feel very gratified with the cordiality of their reception from the representatives of the British navy here. Besides a number of private invitations, to the officers and men, Admiral Richards on Saturday dined with the Naval Commander-in-Chief.

HONGKONG VOLUNTEER CORP.

The first six cards returned in connection with the monthly shoot of the Right Half No. 2 Company of the Volunteers at Tai Hang range yesterday bore the following scores:—

| | Handicap. | Total. |
|----------------------|-----------|--------|
| Gunner A. F. Warrack | 9 + 12 = | 102 |
| Captain Armstrong | 77 + 15 = | 92 |
| Gunner H. C. Gray | 70 + 21 = | 91 |
| Gunner H. T. Jackson | 78 + 9 = | 87 |
| Gunner A. J. Pugh | 71 + 15 = | 86 |
| Gunner F. C. Hall | 67 + 18 = | 85 |

INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

The entertainment given in the Institution of Engineers and Shipbuilders on Saturday night was the best of the series given there during the season. The efforts of the responsible for the arrangements of the concert were eminently successful. Pleasure and surprise were evinced by those familiar with the handsome billiard room, in which the concert was held, at the transformation that had been effected in its appearance. The walls were draped with a great variety of flags, lent by Mr. Wilks, and a profusion of plan a, artistically arranged on the stage and other parts, added to the pleasing scene. Credit must be given to Mr. W. A. Grace, chairman of the committee, who, with the co-operation of Mr. Lennox, secretary, succeeded in organizing such a musical treat for the large and enthusiastic audience that assembled. Great praise is due to the gentlemen who faced the footlights for their efforts to entertain, as each in his particular role acquitted himself admirably. That their services were appreciated was very apparent. Mr. H. T. Richardson, president of the Institution, presided over the gathering. Undoubtedly the feature of the evening was the performances of the orchestra of stringed instruments composed of Messrs. J. Inckay, A. H. Silva, R. Guiterrez (mandolins), L. Remedios, C. Remedios (guitars) and F. Silva and L. A. da Graça (Spanish guitars), who opened the concert with the march "The Engineers" (especially composed for the occasion by Messrs. Inckay and Grace). They roused the audience to such enthusiasm that it was only by giving an encore that the concert was allowed to proceed. A song "Thy Sentinel am I," by Mr. Chapelle was the next item, which was also encored. A banjo duet "Bonnie Scotland" by Messrs. Ko Po Shan and Grace was so pleasing that an encore had to be given. Mr. Barnett charmed the audience with his rendering of "Mary of Argyle" and was loudly encored. Mr. Grace followed with a violin solo, and as usual held his listeners in rapture. The inevitable encore was demanded with great persistence and the artist obliged by another performance.

The second part of the programme was opened by the orchestra rendering the value "Reponse à Amoreuse." These gentlemen, having made such a good impression were not allowed to escape without a repetition of their clever performance. They completed with a two-step, Mr. Jordan, by special request, gave the song "Come under my Umbrella." Mr. Hume favoured with the song "Carnival," (encore), and Mr. Inckay played a balalaika solo, while Mr. Torill, who was in good voice, sang "Hearts are Trumps" most effectively. The comic element was supplied by Mr. Barnett with much acceptance, while the piano selections by Mr. Inckay induced the audience to take up the strains of the popular airs, and the singing of the national anthem about midnight brought a most successful concert to a close.

LATEST STEAMER MOVEMENT.

The C.P.R. str. *Empress of India* left Vancouver B. C. for Hongkong, via usual ports of call, at p.m. on Tuesday, the 20th March.

JAPANESE SAILORS FETED.

Another indication of the good feeling existing between Britain and Japan was the reception accorded a number of Japanese sailors by their confères of the British Navy in St. Andrew's Hall, City Hall, on Saturday night. The decorations were the same as on the previous evening, the only alteration being in the placards, a number of which bore Japanese characters, while of those printed in English, the one facing the staircase contained the words "Benzai Nippon," and two at the head of the dining room bore the names of Togo and Shimamura.

The Japanese, on arrival at the hall, were welcomed with that warmth of feeling which it is customary for Jack Tar to extend to his friends and the hosts left nothing undone that could have been done to enhance the pleasure of their guests. As before, a British sailor was seated between two Japanese, and attended to their wants. Captain Muller, R.M.L.I., presided over the gathering, and had seated with him at the table at the head of the hall a Japanese lieutenant and Naval Instructor Tuck.

After dinner the health of the King was drunk, the Japanese, assisted by the British sailors, singing the first verse of the National Anthem, which was followed by a salvo of cheering. Then the toast of the Emperor of Japan was honoured, the Japanese National Anthem was sung, and the cheering burst forth afresh. When it subsided the visitors sang in chorus one of their stirring war songs, a song which probably many a sailor of Japan was singing when he fell in battle. Silence being restored, Naval Instructor Tuck addressed the guests of the evening (in Japanese) as follows:—It is with great pleasure that I rise to welcome the fleet of the Japanese, our brave allies. I spent only one year in Japan and so am very unskilful, but you will please excuse my shortcomings. We, the British Navy, admire and respect you. The way in which you—all of you—obeyed the Emperor's message is one more tie that has won our reverence, and to welcome you the first arrivals of your great navy, is a great pleasure. I raise my hand to drink to your healths, and I call upon our British sailors to drink with me with all their hearts.

The toast was duly honoured, the bluejackets singing lustily, "They are jolly good fellows." The Japanese lieutenant in returning thanks said his countrymen would never forget the cordial reception accorded them at Hongkong, a reception which would strengthen the friendship existing between the two nations (great applause).

Owing to the Japanese having orders to be aboard early, the smoking concert which was to follow had to be put off. After a few choruses they lined up before the hall, and headed by the band of the 19th Baluchis, which provided the music during the evening, and accompanied by the "boys in blue," they marched to Blake Pier, where a last farewell was taken.

JAPANESE OFFICERS ENTERTAINED.

A very pleasant evening was spent on board H.M.S. King Alfred on Friday, when the officers of that ship entertained the officers of the Japan Training Squadron to dinner.

The toasts of the King and the Emperor of Japan having been honoured, Commander Consett, in proposing the toast of the guests—Gentlemen.—In raising to propose the toast of "Our Guests" I hope you will allow me to say a few words on this, to us, eventful occasion. Very few officers here present have had the honour and pleasure of meeting before any of our brother officers in the Japanese Navy, but we have all read and followed with the keenest interest the accounts of their glorious deeds, which are second to none in the world's history. It was not without emotion that we watched the Japanese Squadron entering this harbour for the first time since the war. It is part of a fleet which has just proved itself magnificent in its efficiency and valour under all conditions. Gentlemen, it is always a pleasure to meet one's friends, but when our friends are heroes as well as our allies, the occasion is indeed to us memorable. We drink to the health of our honoured guests and the glorious Japanese Navy.

JAPANESE GARDEN PARTY.

The Japanese visitors were entertained by compatriots resident in the Colony to a garden party yesterday afternoon held at Sir Paul Chater's bungalow at Kowloon, when the gentlemen had kindly placed at their disposal. Unfortunately the showery nature of the weather robbed the event of much of its picturesque effect, but that, however, did not interfere with the pleasure of the guests. On the lawn behind, sports were held and provided not a little amusement, while the creature comforts of all were admirably attended to. Stalls ranged round the ground contained refreshments, which were dispensed by Japanese ladies, with male assistants, while music was supplied by the Baluchis Band. Admiral Shimamura and Officers were present, and the prizes won by the competitors were presented by Mrs. Noma. The grounds were decorated with bunting.

Afterwards the Japanese ladies were invited to tea on the flag-ship.

TO-DAY'S PROGRAMME.

As the Japanese squadron leaves to-morrow, to-day's programme is rather large. In the morning they will be entertained by the unofficial Entertainment Committee, and from 4 to 6 o'clock Admiral Shimamura will be "at home" on board his flag-ship. In the evening the Admiral and 30 of his officers, with seven leading Japanese residents, will be entertained by the Hongkong Club.

THE NAVAL GYMKHANA.

The Polo Ground at Causeway Bay were a picturesque appearance on Saturday, when a gymkhana was given by the officers of the Navy and Army in honour of the visit of the French and Japanese fleets. The pavilion, which was reserved for Admiral Shimamura, Admiral Richards and their suites, was ablaze with flags. There was a large attendance on the ground, the French and Japanese officers being well represented and participating in the events. Numerous tables, at which the ladies could partake of tea and light refreshments, dotted the lawn, while there were booths at which the gentlemen could get something stronger. H.E. the Governor arrived on the ground after the second race, and H. E. Major General Villiers Hatton was also present. A special tram, prettily draped with flags, which included the Union Jack, the flag of the Rising Sun and the Tricolor, had been engaged to convey the visitors to the Polo Ground, but owing to some misunderstanding it was not made use of. Many of the officers walked to the field of sport, while others travelled in the ordinary trams.

The first item on the programme was the Off Saddle race. In this the competitors started in the saddle with the saddle properly girthed with two single girths, and had to ride past the post with saddle in hand and girths attached. Two riders lost their mount; one pony with the saddle dangling beneath it took fright, and charging in amongst the spectators, caused considerable consternation. The race was won by Mr. Hanniker Heaton, Mr. Cruickshank being second. The blindfold driving race caused no end of fun. The conditions were that the lady should drive her partner, who was blindfolded. He was required to pick up (one at a time) five potatoes and take each in separately and place it in a box by the starting line. A number of the Japanese and French visitors were competitors. There was much groping for the inside of the tub and feeling for lost potatoes, while one runner got up such a pace that he went head first into his tub. The race was won by Miss A. Berkeley, Mr. Cruickshank, driven by Miss Hancock, being second. Sixteen knights entered for the tilting at the ring competition. As they galloped past a lady she threw a ring in the air, and they endeavoured to impale it. Captain Kilson, whose rings were thrown by Mrs. Ward, was the winner, Mr. R. F. C. Master losing on the last ring by getting a hit instead of a carry. His rings were thrown by Miss A. Berkeley. The leap-frog competition proved very amusing. It was won by Messrs. Parker and Stoppin. In the risha race each competitor had to draw his risha to a lady and hand her a sum which she was required to add up, then got into her risha and be driven back to the winning post. Mrs. Bailey was the most expert at figures, and taking her seat in the risha was pulled past the winning post first by Mr. Anderson. In this race Mrs. Hogarth, wife of the Victorian Store Officer of the Navy, was injured by a risha colliding with her. Medical aid was summoned, and it was ascertained that her injuries were not serious. In the bucket and apple race the competitors had to ride to buckets half filled with water in which was an apple, and while holding their pony secure the apple in their mouth without the aid of their hands. Mr. Dupree was the winner. The drawing and chicken race and the tent pegging also proved interesting items. The band of the R.W. Kents played selections of music during the afternoon, and at the conclusion of the sports Mrs. Villiers Hatton presented the prizes.

A CURIOUS CHINESE TRAIT.

REVENGE BY SUICIDE. The following tale comes from the town of Hsiuhshien, in Honan province, and illustrates a curious trait amongst Chinese when trying to obtain revenge for a supposed affront. It appears that the district magistrate of that town, Mr. Shu, a man of broad and enlightened views and anxious to inaugurate modern methods of education and government within his jurisdiction, started, recently, in obedience to instructions from the Governor at Keping, the provincial capital, to establish a modern police force in Hsiuhshien. The *modus operandi*, according to instructions from the Peking Ministry of Public Safety (Hsunchingpang), in the event of lack of the necessary funds in the official exchequer, is to call a meeting of the gentry and wealthy merchants of a town to ask for their cooperation and financial aid to start this police force on municipal lines. It so happened that a man of reactionary views, named Chang Chien, took upon himself to oppose the district magistrate in his new schemes, and to such effect that the latter was in danger of falling in his work. In consequence of this the magistrate called a meeting of the gentry and leading men of the town and in their presence called Chang Chien to account, severely censuring him. This naturally caused the man to "lose face" and made him so indignant that on returning to his home he committed suicide by taking a quantity of raw opium, seeking thereby to show that the district magistrate was the cause of his death and to make him responsible for it—according to native ideas. Finding that the magistrate ignored the matter, the son of the suicide formulated charges against the official before the Governor of the province. Fortunate it is that the official knew the merits of the case and that the act of *foi de se* was an attempt to ruin the enlightened and energetic magistrate of Hsiuhshien. The charge was accordingly dismissed, especially as it was proved by the defendant's mandarin that the deceased while living possessed an exceedingly bad and disreputable character, having at one time been charged before a previous magistrate for maltreating his step-mother, and showing himself on all occasions a determined opponent of the Imperial commands to establish schools of modern learning throughout the Empire. The result has been that Chang Chien threw away his life for nothing, harming no one, but on the contrary clearing the conservative atmosphere of Hsiuhshien by his death, which has enabled the magistrate to establish new schools and a model police force in the town, without any further obstruction.—N.C. Daily News.

THE CHINA BORNEO CO., LTD.

The third ordinary yearly meeting of the China Borneo Company, Limited, was held at the office of the Company, Messrs. Gibb, Livingston and Co., at noon on Saturday, Mr. A. G. Wood presided, other shareholders present being—Sir Paul Chater and Mr. E. Osborne (consulting committee), Mr. J. Wheeling (general manager) and Messrs. J. W. C. Bonnar, T. Arnold, G. Murray Bain, W. Parlane, W. H. Wickham, O. Baptista, L. A. Ozorio and Leung Shiu-lun.

The notice convening the meeting having been read,

The CHAIRMAN said—Gentlemen.—The report and accounts having been in your hands for some time with your permission we will take them as read. I am sorry that the result of the company's operations during the past year have been so unsatisfactory that we are compelled to pass the payment of a dividend. The falling off is entirely in sympathy with the depression which has been felt here and is accounted for not only by the decreased demand for our production but also by the decline in values as compared with previous years. Our output of timber was about the same as for 1905, but our sales were much smaller, while our stocks have increased in value, as you will no doubt have noticed, by about \$60,000. Every economy has been exercised in the working of the business, and I think there is perhaps cause for thankfulness that a worse result is not shown.

Prospects for the present year are not very encouraging, but we hope for some fresh business and we trust that some such may come in order that we may present more prosperous accounts to you next year. Before moving the adoption of the report and accounts I shall be glad to answer any questions.

Mr. ARNOLD—Before seconding the motion adopting the report and accounts, there is one question I should like to ask. I see there is an overdraft at the bank of over \$55,000. That would seem to indicate a lack of sufficient working capital. About a year ago these shares were at a premium of from 25 to 30 per cent. I would like you to show why advantage was not taken of the opportunity to issue 14,000 new shares, which could easily have been done, certainly at par if not at a premium.

The CHAIRMAN—We did not think it was necessary at the time. If we could have seen the darkness coming on we might have made some arrangements accordingly.

Mr. ARNOLD—If you had done so we might not only have had sufficient money to work with, but also a small reserve fund.

The CHAIRMAN—If we could have foreseen this we would have done so; however, we are in hopes that during the present year things will be better.

Mr. ARNOLD—The position now is that you couldn't issue shares at \$7, whereas before you might have issued them at \$14.

Mr. PARLANE—Mr. Chairman, in your remarks I did not catch any reason given why the year has been such a disastrous one.

The CHAIRMAN—Simply the depression which was felt generally, and there has been a falling off of business.

Mr. PARLANE—But you said the sales for the year were the same as for 1904.

The CHAIRMAN—I said our output was the same, but that sales were much smaller.

Mr. PARLANE—I think, on the face of such a disastrous report, that the directors might have done with something less than \$4,000 fees. I think it is a most disastrous report.

The CHAIRMAN—I am very sorry it is not better, but you cannot make trade where trade does not exist.

There being no further questions, Mr. ARNOLD seconded the motion for the adoption of the report and accounts as presented, and it was carried.

Mr. PARLANE moved that Sir Paul Chater be re-elected to the consulting committee.

Mr. BONNAR seconded. Carried.

Mr. W. H. Potts was re-elected auditor on the motion of Mr. WICKHAM, seconded by Mr. F. OZORIO.

The CHAIRMAN—That is all the business, gentlemen. I hope next year we will have better returns.

GREEN ISLAND CEMENT CO., LTD.

An extraordinary general meeting of shareholders in this Company was held at the office of the Company, Messrs. Shaw, Tomes and Co., on Saturday morning for the purpose of confirming the special resolution passed at a meeting held on March 7th. Hon. Mr. R. Sheehan presided, and there were also present—Mr. R. Henderson (secretary), Sir Paul Chater, Captain Tillet, Messrs. E. Kadoorie, G. Murray Bain, A. Babington, and R. Hancock.

The Secretary read the notice convening the meeting, and

The CHAIRMAN said—Gentlemen.—I move that the following resolution be confirmed:—

"That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$10 each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the Shareholders of the Company according to the Company's register of Shareholders on the first day of July, 1906, in the proportion of one New Share for every three Old Shares in the Company held by the respective Shareholders thereof, the amount payable on each of such New Shares to be paid on the 31st day of July, 1906, and that failing such allotment as aforesaid, the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association."

Sir PAUL CHATER seconded, and the motion was carried.

The CHAIRMAN—That concludes the business, gentlemen. I am much obliged for your attendance.

LOCAL SPORT.

CRICKET.

H.K.C.C. V. LEAGUE TEAM. This match was played on the ground of the H.K.C.C. on Saturday, and ended in a win for the League team by 32 runs. Scores are:—

| League 15—1st Innings. | |
|--|-----|
| A. O. Brown, b. Mackay | 32 |
| E. C. Witherell, c. Capt. Krickbeck, b. Mackay | 37 |
| L. Gibson, b. Butler, b. Mackay | 12 |
| R. Bass, b. Mackay | 7 |
| A. R. Lowe, b. Mackay | 5 |
| Dr. Oliver, c. Mackay, b. Dixon | 15 |
| L. Frost, b. Smith | 17 |
| Cr. O'Neill, b. Dixon | 0 |
| J. D. Rimmer, c. Butler, b. Dixon | 3 |
| Dr. Kerrick, b. Mackay | 27 |
| R. Postonji, b. Mackay | 17 |
| Egt. Steele, c. Fowler, b. Mackay | 4 |
| L. E. Lamont, not out | 0 |
| Pie. Callaghan, b. W. Mackay | 5 |
| Rev. Wells, b. Mackay | 4 |
| Extras | 12 |
| Total | 156 |

| Hongkong Cricket Club—First Innings. | |
|---------------------------------------|-----|
| Capt. Krickbeck, c. Brown, b. Gibson | 1 |
| T. Serebom Smith, c. Lowe, b. Gibson | 0 |
| W. C. D. Turner, b. Kerrick | 3 |
| T. E. Pearce, c. Steele, b. Witherell | 24 |
| Wm. Dixon, c. Rimmer, b. Kerrick | 18 |
| W. H. Powell, b. Kerrick | 0 |
| C. H. Mackay, b. Witherell | 0 |
| E. A. Fowler, c. Lowe, b. Kerrick | 14 |
| W. J. Daniel, not out | 21 |
| F. C. Butler, b. Brown | 0 |
| A. S. Cobben, not out | 5 |
| Extras | 15 |
| Total | 124 |

BOWLING ANALYSIS.

| League 15—First Innings. | |
|--------------------------|---------|
| O. M. R. W. | |
| Pearce | 4 2 13 |
| Dixon | 12 2 30 |
| Mackay | 17 1 59 |
| Serebom Smith | 9 3 22 |

Hongkong Cricket Club—First Innings.

| O. M. R. W. | |
|-----------------|---------|
| L. Gibson | 3 2 24 |
| R. C. Witherell | 14 2 35 |
| Dr. Kerrick | 15 5 23 |
| Cr. O'Neill | 1 1 10 |
| A. O. Brown | 7 1 5 |
| R. Postonji | 3 1 8 |
| L. E. Lamont | 3 1 7 |

KOWLOON V. POLICE.

This match ended in a win for the Kowloon team by 99 runs. Scores were as under:—

| Kowloon. | |
|--|-----|
| W. Dixon, c. Foley, b. Shepherd | 82 |
| W. Dixon, b. Shepherd | 27 |
| W. Martin, b. Fowler | 3 |
| J. Robinson, b. W. Kent | 0 |
| H. Harrop, c. Shepherd, b. Fowler | 1 |
| Dr. Swan, c. Edwards, b. Shepherd | 2 |
| W. C. D. Turner, c. Foley, b. Shepherd | 1 |
| G. A. Fife, b. Shepherd | 0 |
| H. Blackledge, run out | 2 |
| J. Holmes, b. Shepherd | 2 |
| H. Gough, not out | 0 |
| Extras | 4 |
| Total | 129 |

Hongkong Police.

| O. M. R. W. | |
|-----------------------------|----|
| Water, b. Dixon | 2 |
| Shepherd, b. Martin | 2 |
| Edwards, b. Dixon | 1 |
| McHardy, b. Dixon | 0 |
| Langley, c. W. Martin | 0 |
| Fowler, c. Martin, b. Dixon | 0 |
| Kent, b. Martin | 5 |
| Withers, c. Swan, b. Martin | 1 |
| C. H. Mackay, b. Martin | 6 |
| Foley, b. Martin | 10 |
| Davies, not out | 4 |
| Extras | 2 |
| Total | 29 |

BOWLING ANALYSIS.

| Kowloon. | |
|-------------|---------|
| O. M. R. W. | |
| Shepherd | 13 1 42 |
| Langley | 6 2 21 |
| Fowler | 6 2 23 |
| Poley | 3 1 10 |
| Foley | 3 1 22 |

Hongkong Police.

| O. M. R. W. | |
|-------------|--------|
| Dixon | 6 1 21 |
| Martin | 6 2 8 |

INTER-CLUB MATCH.

The league match between Civil Service and Army Staff C.C. should have taken place at the Happy Valley on Saturday afternoon, but the latter team did not put in an appearance, and it was arranged by the Civil Service players to have a seven-a-side match amongst themselves, which turned out to be very enjoyable. Messrs. Raven, Reed and Jackson batted well, but the display given by Bidden was disappointing and did not justify the high opinion formed of this player by the Yorkshire County Committee. Scores:—

| Mr. Raven's Side. | |
|-----------------------------------|----|
| Lamble, b. Brett | 11 |
| Gidley, run out | 8 |
| Reed, c. Brett, b. Hogarth | 19 |
| Roskoff, c. Sheffield, b. Jackson | 6 |
| Raven, not out | 0 |
| Comb, b. Hogarth | 1 |
| Bell, b. Hogarth | 7 |
| Extras | 7 |
| Total | 52 |

Mr. Jackson's Side.

| O. M. R. W. | |
|---------------------------|----|
| Woodcock, b. Raven | 4 |
| Biden, b. Reed | 0 |
| Brett, c. Raven, b. Reed | 3 |
| Reed, c. Raven, b. Reed | 19 |
| Jackson, not out | 0 |
| Dawson, c. Reed, b. Raven | 9 |
| Hogarth, b. Raven | 8 |
| Sheffield, b. Reed | 8 |
| Extras | 4 |
| Total | 41 |

BOWLING ANALYSIS.

| Mr. Raven's Side. | |
|-------------------|---------|
| O. M. R. W. | |
| Brett | 10 2 33 |
| Jackson | 8 1 26 |
| Hogarth | 2 3 9 |
| Dawson | 1 2 8 |

Mr. Jackson's Side.

| O. M. R. W. | |
|-------------|--------|
| Reed | 7 2 15 |
| Raven | 7 1 28 |

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 25th at 12.05 p.m.—An anticyclonic area now lies over N. China, and a rapid increase of pressure has taken place along the whole of the China coast.

Yesterday afternoon the depression was over E. Japan. Returns from there are not to hand this morning.

Gradients are steep, and strong N.E. winds to gales may be expected in the Formosa Channel, and the N. part of the China Sea. Forecast:—E. winds, strong to a moderate gale; drizzling rain at first, probably improving later.

KODAKS AT HOME PRICE.

No. 3 FOLDING POCKET KODAK (28-12-64) \$38.00.
" 4 CARTRIDGE " (25-15-05) \$50.00

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[35]

OUR SPECIAL "CLUB" PUREST
BLEND OF SCOTCH WHISKY LIGHTEST
FINEST OLD SCOTCH WHISKIES. \$14.00 AND
SCOTCH WHISKIES. PER DOZEN. THOROUGHLY
MATURED IN WOOD.

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

35

AN INCIDENT AT THE COREAN COURT.

IMPERIAL AUDIENCE CANCELLED. An incident which culminated in the cancellation of the audience to Foreign Representatives and foreigners in the employ of the Government, arranged to be held by the Emperor yesterday morning, has caused a good deal of indignation locally and requires explanation, says the *Korea Daily News* of March 3rd.

Yesterday was the birthday of H.I.H. the Crown Prince, and, as is customary on such occasions, the Ceremonial Department notified the Foreign Representatives and other privileged foreigners that the Emperor and the Crown Prince would receive them in audience in the morning, and it was only at the last minute that those who had been invited were told that the audience would not take place.

Upon inquiry we find that the responsibility for this *contretemps* rests entirely with General Hasegawa, who for reasons best known to himself, elected, on his last day of office, to make himself aggressively objectionable. He had demanded that during the audience he should stand at the side of the Emperor and share Imperial honours. After the demand had been made, several of the Foreign Representatives were unofficially sounded as to their views upon such an innovation, and as it was found that there was no particularly enthusiastic desire to attend an audience the Emperor settled the difficulty by cancelling the whole ceremony.

General Hasegawa's action appears to us to have been wanton, unjustifiable and uncalled for. He apparently tried in one coup to put an affront upon the Emperor and Crown Prince of Korea, the Representatives of the Treaty Powers, and others who had been invited to the audience. We are not concerned to enquire whether this brilliant idea originated with General Hasegawa himself or emanated from the Japanese Government. It is quite sufficient that General Hasegawa is, theoretically, a servant of the Japanese Government, and that Government is therefore responsible for his offensive behaviour.

In order to bolster up his contention that the alleged Treaty of November 17th was the outcome of discussion, Marquis Ito in a speech delivered by him in December last pointed out that some of the clauses in that "Treaty" were inserted at the request of those whom he was pleased to designate as the Korean Government. One of these clauses embodied a guarantee that Japan would maintain and uphold the dignity and welfare of the Imperial House of Korea.

That promise is not yet four months old, and yet we find General Hasegawa, a Japanese with no particular claims to distinction, attempting to thrust himself forward in direct contravention of the word and spirit of that promise. As a representative of Japan he has gratuitously mortified the Emperor of a friendly nation, and Japan owes it to her honour to make all possible amends for the *faux pas* of her representative.

The anti-Japanese bias of the K.D.N. has been noted before. *Andi alteram partem.*

THE MATCH TRADE IN CHINA.

CHINESE MIDDLEMEN'S PROFITS. The special agent of the United States at Shanghai, in a recent report on the Chinese match trade, made the following observations:—"Japan is in control of the market for matches in Northern China, and her position appears to be unassailable because of the low price at which she can lay down the product in Shanghai for distribution throughout Central and Northern China. American manufacturers might be able successfully to compete by the establishment of a plant in China and the introduction of American machinery and methods of transacting business, but even then the result would be problematical, for it would be necessary to import the logs from the United States, as China produces practically no wood suitable for the manufacture of matches. There are now seven match factories in Northern China, three of which are running regularly, but they are all compelled to import wood from Japan, and it is regarded as assured that if they should become formidable competitors in the market the Japanese Government would impose an export tax on logs sufficient to kill Chinese competition. The Japanese Government controls the forests of Japan, and sells the timber to match manufacturers at a price far below that at which a similar article could be bought in the United States, while the cost of labour is small, and the freight rates between Japan and China low, compared with those from the United States. These conditions operate against the introduction, on a large scale of matches manufactured in America. Practically 60 per cent. of the matches manufactured in Japan are sold in China, and in the northern provinces at least, constitute as nearly as can be estimated, about 95 per cent. of all the matches consumed. In Great Britain and Switzerland are in the market, but their sale so limited as to be of little importance. The highest price for which Japanese matches are sold is 3 cents Mexican per dozen boxes (figured from the price per case in tons), inferior grades, of course, selling at lower rates. They can be bought in large quantities for 9 cents gold per gross. In this business, however, it is not the Japanese manufacturer who makes the profit, but the Chinese buyer or middleman, whose annual transactions have assumed large proportions.

THE ROBINSON PIANO CO., LD.

WITH 17 YEARS' EXPERIENCE OF THE CLIMATE OF HONGKONG,

MANUFACTURE THE ONLY PIANOS

MADE HIRE FOR THIS CLIMATE.

ALL MATERIALS SEASONED HERE THREE YEARS BEFORE USE.

PRICE: FROM \$200 UPWARDS.

Hongkong, 24th March, 1906. [116]

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TYPEWRITING WORK UNDER TAKEN. Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau) 34, Queen's Road Central (Second Floor), Hongkong, 25th October, 1905. [19]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Flag W.

SHIPPING.

ARRIVALS.
ANDERSON, German steamer, 1,020, 2nd March, 24th March—Bangkok 14th March—Kobe 18th March—General—Batterfield & Swire.
CHARTERHOUSE, British str., 1,278, R. S. Bainbridge, 24th March—Choribon and Singapore 14th March, 2nd April—General—Batterfield & Swire.
CRANLEY, British str., 2,308, W. E. Steady, 25th March—Dunbar 28th Feb., General—Gibb, Livingstone & Co.
DAGNY, Norwegian str., from Canton.
ITALIAN, French str., 373, L. Anderson, 23rd March—Pakhoi via Hoihow 21st March, General—A. R. Marly.
HAVESHAM GRANGE, British steamer, 1,190, Percy Howe, 24th March—Barry 9th Feb., Gibb, Livingstone & Co.
KICHLANG, British steamer, 1,228, Harnis, 25th March—Chingking via Wulu 20th March, General—Batterfield & Swire.
KWELCHOW, British str., 1,315, Hooker, 25th March—Tientsin 18th March, General—Batterfield & Swire.
MREFOO, Chinese str., from Canton.
MAJABURI, German steamer, 1,189, P. Vioch, 23rd March—Bangkok 16th March, Riba—Batterfield & Swire.
LIVERPOOL, British str., 2,296, Geo. Higginbotham, 25th March—Barry 7th Feb., Coal—Order.
SHANGHAI, British str., from Canton.
VENETIA, British str., 2,333, McMorran, 24th March—Calcutta 7th March, General—Order.
VERONA, German str., 3,055, K. Dobroz, 24th March—Shanghai 21st March, General—Carlowitz & Co.

CLEARANCES.

At the Harbour Master's Office.
 March 25th.
GOV. GERMAN str., for Singapore.
STAFORD, German str., for Singapore.
TATUNG, British str., for Bangkok.

DEPARTURES.

March 24th.
DELTA, British str., for Kumpu.
SIAM, British str., for Shanghai.
YANVOUVER, British str., for Singapore.
YUNNAN, British str., for Canton.
 March 25th.
CHINA, American str., for Shanghai.
CHOWHAI, German str., for Bangkok.
DAIJIN MAU, Japanese str., for Swatow.
GREGORY, American str., for Calcutta.
HATCHING, British str., for Swatow.
LIVERMOON, German str., for Shanghai.
NICOMEDIA, German str., for Moul.
NESB, British str., for Singapore.
NORGE, Norwegian str., for Yokohama.
PHUTEN, French str., for Hongkong.
LIVERMOON GRANGE, Br. str., for Vladivostok.
SAXONIA, German str., for Singapore.
SEGOVIA, German str., for Shanghai.
SIGNAL, German str., for Bangkok.
TJILATAP, Dutch str., for Singapore.
ZALDA, British str., for Amoy.

SHIPPING REPORTS.

The British str. *Riverport* reports: Light N.E. monsoon in China Sea detained off port owing to dense fog since 10 a.m., the 22nd inst.

VESSELS IN DOCK.

March 24th.
ANDERSON, German steamer, 1,020, 2nd March, 24th March—Bangkok 14th March—Kobe 18th March—General—Batterfield & Swire.
CHARTERHOUSE, British str., 1,278, R. S. Bainbridge, 24th March—Choribon and Singapore 14th March, 2nd April—General—Batterfield & Swire.
CRANLEY, British str., 2,308, W. E. Steady, 25th March—Dunbar 28th Feb., General—Gibb, Livingstone & Co.
DAGNY, Norwegian str., from Canton.
ITALIAN, French str., 373, L. Anderson, 23rd March—Pakhoi via Hoihow 21st March, General—A. R. Marly.
HAVESHAM GRANGE, British steamer, 1,190, Percy Howe, 24th March—Barry 9th Feb., Gibb, Livingstone & Co.
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KWELCHOW, British str., 1,315, Hooker, 25th March—Tientsin 18th March, General—Batterfield & Swire.
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MAJABURI, German steamer, 1,189, P. Vioch, 23rd March—Bangkok 16th March, Riba—Batterfield & Swire.
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SHANGHAI, British str., from Canton.
VENETIA, British str., 2,333, McMorran, 24th March—Calcutta 7th March, General—Order.
VERONA, German str., 3,055, K. Dobroz, 24th March—Shanghai 21st March, General—Carlowitz & Co.

VESSELS ON THE BERTH

THE EAST ASIATIC CO. LTD., COPENHAGEN.

NOTICE.

STEAM FOR YOKOHAMA AND KOBE.
 THE Company's Steamship

"NORGE,"
 Captain H. Olsen, will be ready to load for the above places on the 2nd inst.
 For Freight, apply to
MELCHERS & CO.
 Agents.
 Hongkong, 15th March, 1906. [649]

DAMPSCHEIFFS-RIEDELREI "UNION"
 ACTIEN-GESELLSCHAFT.

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(With Liberty to Call at the Malabar Coast).

THE Steamship

"VERONA,"
 Captain Dobroz, will be despatched for the above Port on or about 24th March.
 For Freight, apply to
CARLOWITZ & CO.
 Agents.
 Hongkong, 21st March, 1906. [465]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLEDI,"
 will be despatched as above on TO-DAY, the 26th inst.
 For Freight or Passage, apply to
GIBB, LIVINGSTONE & CO.
 Agents.
 Hongkong, 22nd March, 1906. [693]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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"OCEANA,"
 Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 7th April, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. *Marmora*, 19,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Colonia*, due in London on 19th May.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 23rd March, 1906.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

| 1. From Green Island to the Harbour Master's. | 2. From Harbour Master's to Blake Pier. | 3. From Blake Pier to Naval Yard. | 4. From Naval Yard to East Point. |
|---|---|-----------------------------------|-----------------------------------|
| DESTINATION | VESSEL'S NAMES | PLAC & RIO | TO BE DESPATCHED |
| LONDON & ANTWERP | BERLEND | Brit. str. | GIBB, LIVINGSTONE & CO. |
| LONDON & ANTWERP VIA SINGAPORE, &c. | VERBOSA | Brit. str. | P. & O. S. N. Co. |
| LONDON, &c., VIA USUAL PORTS OF CALL. | OCEANA | Brit. str. | P. & O. S. N. Co. |
| LONDON & ANTWERP VIA SINGAPORE, &c. | JAVA | Brit. str. | P. & O. S. N. Co. |
| AMSTERDAM, LONDON & ANTWERP | TELEMACHUS | Brit. str. | BUTTERFIELD & SWIRE |
| AMSTERDAM, LONDON & ANTWERP | DIOMED | Brit. str. | BUTTERFIELD & SWIRE |
| AMSTERDAM, LONDON & ANTWERP | KINTUCK | Brit. str. | BUTTERFIELD & SWIRE |
| AMSTERDAM, LONDON & ANTWERP | BELLEROPHON | Brit. str. | BUTTERFIELD & SWIRE |
| AMSTERDAM, LONDON & ANTWERP | GAICHAS | Brit. str. | BUTTERFIELD & SWIRE |
| AMSTERDAM, LONDON & ANTWERP | JASON | Brit. str. | BUTTERFIELD & SWIRE |
| MARSEILLES, &c., VIA PORTS OF CALL. | TOKIN | Brit. str. | Charbonnel |
| BREMEN & HAMBURG VIA STRAITS, &c. | BAVEN | Brit. str. | H. Fornes |
| HAYRE & HAMBURG VIA STRAITS, &c. | SILVIA | Ger. str. | B. Bohle |
| HAYRE & HAMBURG VIA STRAITS, &c. | SCANDIA | Ger. str. | V. Dohrn |
| HAYRE & HAMBURG VIA STRAITS, &c. | SENIOAMBIA | Ger. str. | Peter |
| HAYRE & HAMBURG VIA STRAITS, &c. | SEGOVIA | Ger. str. | Schönfeldt |
| HAYRE & HAMBURG VIA STRAITS, &c. | C. FELD LAISZ | Ger. str. | Meyerdiercks |
| TRIESTE, &c., VIA SINGAPORE, &c. | PERSEA | Aus. str. | Craglietto |
| GENOA, MARSEILLES & LIVERPOOL | MACHON | Brit. str. | Dobroz |
| GENOA, MARSEILLES & LIVERPOOL | HETTOR | Brit. str. | Dobroz |
| NEW YORK VIA PORTS & SUEZ CANAL | VERONA | Ger. str. | Dobroz |
| NEW YORK VIA PORTS & SUEZ CANAL | SHIMOSA | Brit. str. | Hass |
| YANCOUVER VIA SHANGHAI JAPAN, &c. | EMPEROR OF CHINA | Brit. str. | 2 m. |
| YANCOUVER VIA SHANGHAI JAPAN, &c. | ATHENIAN | Brit. str. | 1 m. |
| VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN | TEUCER | Brit. str. | 1 m. |
| VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN | LYRA | Am. str. | G. V. Williams |
| SEATTLE VIA SHANGHAI & JAPAN | DAKOTA | Am. str. | E. Francke |
| PORTLAND, OREGON VIA SHANGHAI, &c. | NUMANTIA | Ger. str. | Feldmann |
| SAN FRANCISCO VIA PORTS | DAKOTA | Brit. str. | 1 m. |
| CALLAO (PERU) | GLENFARO | Brit. str. | 1 m. |
| AUSTRALIAN PORTS VIA MANILA | CHANGSHA | Brit. str. | 1 m. |
| AUSTRALIAN PORTS VIA MANILA | PRINCE WALTER | Ger. str. | 1 m. |
| AUSTRALIAN PORTS VIA MANILA | NORGE | Dan. str. | 1 m. |
| YOKOHAMA & KOBE | MANILA | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | CHINGTOU | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | CHONGSHING | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | KWELCHOW | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | SHANGHAI | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | KIUKANG | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | P. E. FRIEDRICH | Ger. str. | 1 m. |
| YOKOHAMA & KOBE | HENSANG | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | KWONGSANG | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | YOHOW | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | FILIPPO ARTELLI | Aus. str. | 1 m. |
| YOKOHAMA & KOBE | ANPING MARU | Jap. str. | 1 m. |
| YOKOHAMA & KOBE | DEVANHA | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | SHOSHU MARU | Jap. str. | 1 m. |
| YOKOHAMA & KOBE | YUNNAN | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | DAIGO MARU | Jap. str. | 1 m. |
| YOKOHAMA & KOBE | MAIDZURU MARU | Jap. str. | 1 m. |
| YOKOHAMA & KOBE | HAIMUN | Jap. str. | 1 m. |
| YOKOHAMA & KOBE | YUIN | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | RAIRO | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | KAIFONG | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | SUNGKIANG | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | LAISANG | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | FOOKSANG | Brit. str. | 1 m. |
| YOKOHAMA & KOBE | YIMHAI | Dut. str. | 1 m. |

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FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:
 "DAKOTA," Captain E. FRANCKE, On MONDAY, 23rd APRIL, 1906.
 "MINNESOTA," Captain J. H. RANDEB, About TUESDAY, 12th JUNE, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKE ROOMS, BARBER SHOP, TURFERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return, by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
 AGENTS.
 Hongkong, 20th December, 1905. [29]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

[THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 2 Days Across the Pacific to the "EMPRESS LINE." Saving 3 to 7 days' Ocean Travel.]

12 DAYS YOKOHAMA TO VANCOUVER.
 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

| R.M.S. | Leave HONGKONG | Arrive VANCOUVER |
|-------------------------------|-----------------------|------------------|
| "EMPRESS OF CHINA" 6,000 Tons | WEDNESDAY, 28th Mar. | 18th April. |
| "ATHENIAN" 3,882 " | WEDNESDAY, 11th April | 5th May. |
| "EMPRESS OF INDIA" 6,000 " | WEDNESDAY, 18th April | 9th May. |
| "MONTEAGLE" 5,500 " | WEDNESDAY, 2nd May | 26th May. |
| "EMPRESS OF JAPAN" 6,000 " | WEDNESDAY, 9th May | 30th May. |
| "TARTAR" 4,425 " | WEDNESDAY, 23rd May | 16th June. |

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62. Intermediate on Steamers "240," "242," "244."

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent
 Corner Pedder Street and Praya, opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR SINGAPORE, PENANG & CALCUTTA "LAISANG" Tuesday, 27th Mar., 3 P.M.
 "HINSANG" Wednesday, 28th Mar., 3 P.M.
 "KWOONGSHING" Thursday, 29th Mar., 3 P.M.
 "KIENHAI" Friday, 30th Mar., 3 P.M.
 "SINGAPORE, PENANG & CALCUTTA" "FOOKSANG" Friday, 30th Mar., 3 P.M.

*These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chafso, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 26th March, 1906. [18]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT NOON ON

"NUMANTIA" 4,370 Foldmann April 8th, 1906.
 "ARABIA" 4,488 Metzenlin May 1st, 1906.
 "ARAGONIA" 5,188 Ernst June 6th, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 15th March, 1906. [13]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

RUBI 2540 R. Almond Manila On 31st Mar., Noon.
 ZAFIRO 2540 R. Rodger Manila On 7th April, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 24th March, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 11th December, 1905. [19]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES

YOKOHAMA VIA SHANGHAI, MANILA A.W. Anderson, R.N.R. April 1st Freight and Passage.

SHANGHAI DEVANHA T. H. Hyde, R.N.R. April 5th Freight and Passage.

LONDON & ANTWERP VIA USUAL PORTS OCEANA W. Hayward, R.N.R. April 7th See Special Advertisement.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES JAVIA S. Barcham April 11th Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 26th March, 1906. [7]

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, TIMOR, PORT DARWIN, QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
 Captain McArthur, will be despatched for the above Ports on SATURDAY, the 31st inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTONE & CO.,
 Agents.
 Hongkong, 8th March, 1906. [601]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT) CALLING AT SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, SINGAPORE, ADEEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"PERSIA,"
 Captain Craglietto, will be despatched as above on MONDAY, the 2nd April, P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
 Agents.
 Hongkong, 8th March, 1906. [3]

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, DUE TO SUEZ, EGYPT, MARSEILLES, LONDON, HAVRE, BREDAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TONKIN,"
 Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 3rd April, at 1 P.M.

This Steamer connects at Colombo with the Australian line ss. *Ville de Paris*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:
 S.S. "ARMAND BEHIC" ... 17th April.
 S.S. "ERNEST SIMONS" ... 1st May.
 S.S. "POLYMER" ... 15th May.
 S.S. "CALÉDONIEN" ... 17th May.
 S.S. "SALAZIE" ... 25th May.

G. DE CHAMPEAUX, Agent.
 Hongkong, 20th March, 1906. [2]

POST OFFICE NOTICES.

A Pillar box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

The following may now be obtained at the General Post Office counter:—

Postal Guides for 1906 30 cents each
Parcels Post Tariffs 20 "

The Prinz Eitel Friedrich, with the German mail of the 27th February, left Singapore on Thursday, the 22nd instant, at 9 a.m., and may be expected here to-day.

A Mail for MACAO, is despatched per s.s. *Wingchui* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for CANTON, SAMOHU and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for CANTON, SAMOHU, *KONGMOON, *KEMCHUK, *SAMOHU, and *WUCHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

| FOR | DATE | TIME |
|--------------------------------|---------------|-----------|
| Macao | Monday, 26th | 1.15 P.M. |
| Shanghai | Monday, 26th | 3.00 P.M. |
| Swatow | Tuesday, 27th | 9.00 A.M. |
| Macao | Tuesday, 27th | 1.15 P.M. |
| Singapore, Penang and Calcutta | Tuesday, 27th | 2.00 P.M. |
| Manila | Tuesday, 27th | 3.00 P.M. |

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.).
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

EUROPE, &c., India via Tutuorin.
(Laf. L. 11.00 to 11.30 a.m.)
(Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)
(Letters posted in all the Pillar boxes in time for the first clearance will be included in this contract mail.)

Macao Monday, 26th, 1.15 P.M.
Shanghai Monday, 26th, 3.00 P.M.
Swatow Tuesday, 27th, 9.00 A.M.
Macao Tuesday, 27th, 1.15 P.M.
Singapore, Penang and Calcutta Tuesday, 27th, 2.00 P.M.
Manila Tuesday, 27th, 3.00 P.M.

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Macao Thursday, 29th, 1.15 P.M.
Shanghai Thursday, 29th, 3.00 P.M.
Swatow Friday, 30th, 9.00 A.M.
Macao Friday, 30th, 1.15 P.M.
Singapore, Penang and Calcutta Friday, 30th, 2.00 P.M.
Manila Friday, 30th, 3.00 P.M.

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(Letters posted in all the Pillar boxes in time for the first clearance will be included in this contract mail.)

Macao Saturday, 31st, 1.15 P.M.
Shanghai Saturday, 31st, 3.00 P.M.
Swatow Sunday, 1st April, 9.00 A.M.
Macao Sunday, 1st April, 1.15 P.M.
Singapore, Penang and Calcutta Sunday, 1st April, 2.00 P.M.
Manila Sunday, 1st April, 3.00 P.M.

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(Letters posted in all the Pillar boxes in time for the first clearance will be included in this contract mail.)

Macao Wednesday, 28th, 1.15 P.M.
Shanghai Wednesday, 28th, 3.00 P.M.
Swatow Thursday, 29th, 9.00 A.M.
Macao Thursday, 29th, 1.15 P.M.
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Manila Thursday, 29th, 3.00 P.M.

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Macao Friday, 30th, 1.15 P.M.
Shanghai Friday, 30th, 3.00 P.M.
Swatow Saturday, 31st, 9.00 A.M.
Macao Saturday, 31st, 1.15 P.M.
Singapore, Penang and Calcutta Saturday, 31st, 2.00 P.M.
Manila Saturday, 31st, 3.00 P.M.

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(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)
(Letters posted in all the Pillar boxes in time for the first clearance will be included in this contract mail.)

Macao Sunday, 1st April, 1.15 P.M.
Shanghai Sunday, 1st April, 3.00 P.M.
Swatow Monday, 2nd April, 9.00 A.M.
Macao Monday, 2nd April, 1.15 P.M.
Singapore, Penang and Calcutta Monday, 2nd April, 2.00 P.M.
Manila Monday, 2nd April, 3.00 P.M.

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Swatow Friday, 30th, 9.00 A.M.
Macao Friday, 30th, 1.15 P.M.
Singapore, Penang and Calcutta Friday, 30th, 2.00 P.M.
Manila Friday, 30th, 3.00 P.M.

JOINT STOCK SHARES.

Hongkong, March 23rd.

| COMPANY. | PAID UP. | QUOTATIONS. |
|-----------------------|----------|---------------------|
| Alhambra | \$200 | \$100. |
| Banks— | | |
| Hongkong & Shanghai | \$125 | \$855, sales & sel. |
| National B. of China | | London, 487.10. |
| A. Shans | 25 | \$40, buyers |
| Bell's Asbestos E. A. | 125 | 6d. |
| China-Borneo Co. | \$12 | \$7, sellers |
| China Light & P. Co. | \$10 | \$0. |
| China Provident | \$10 | \$0, sellers |

| | | |
|----------------|-----|--------------|
| Cotton Mills— | | |
| Ewo | 115 | 65, sellers |
| Hongkong | 110 | 104, sellers |
| International | 75 | 75, sellers |
| Laun Kung Chow | 100 | 100, buyers |
| Seymour | 600 | 220. |
| Dairy Farm | 30 | \$18. |

| | | |
|--------------------|------|---------------|
| Docks and Wharves— | | |
| Farnham, B. & Co. | 100 | 118, buyers |
| H. & K. Wharf & G. | \$50 | \$101. |
| H. & W. Dock | \$50 | \$155, buyers |
| New Amoy Dock | \$50 | \$181, buyers |
| Shai & H. Wharf | 100 | 222, buyers |

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|--------------------|-------|----------------|
| Farwick & Co. Geo. | \$25 | \$21. |
| Q. Island Cement | \$10 | \$30. |
| Hongkong & U. Gas | 210 | \$176, buyers |
| Hongkong Electric | 310 | \$167. |
| H. H. L. Transways | \$100 | \$215, buyers |
| Hongkong Hotel Co. | \$50 | \$132, sellers |
| Hongkong Ice Co. | \$25 | \$220. |
| Hongkong Rope Co. | \$50 | \$145. |
| Hongkong Waterboat | \$10 | \$10, sellers |

| | | |
|---------------|-------|-----------------------|
| Insurance— | | |
| Canton | \$50 | \$350, sales & b. uy. |
| China Fire | \$20 | \$85, buyers |
| China Traders | \$25 | \$30. |
| Hongkong Fire | \$50 | \$300, sales & sel. |
| North China | \$5 | 718.92. |
| Union | \$100 | \$705, sellers |
| Yangtze | \$50 | \$180. |

| | | |
|---------------------|-------|---------------------|
| Land and Building— | | |
| Hongkong Land | \$109 | \$114, buyers |
| Humphrey's Estate | \$10 | \$11, sales & sel. |
| Kowloon Land & B. | \$30 | \$30, buyers |
| Shanghai Land | 100 | \$148, sales & buy. |
| West Point Building | \$50 | \$53, sales. |

| | | |
|----------------|-------|---------------|
| Mining— | | |
| Charbonnages | 250 | \$400. |
| Haube | 15/10 | \$34, sellers |
| Philippine Co. | 20 | \$51. |

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|-------------|-------|----------------------|
| Refineries— | | |
| China Sugar | \$100 | \$159, sellers x. d. |
| Luzon Sugar | \$100 | \$85, sellers |

| | | |
|----------------------|------|---------------|
| Steamship Companies— | | |
| China & Manila | \$25 | \$181. |
| Douglas Steamship | \$50 | \$40, buyers |
| H. Canton & S.N. | \$15 | \$244, buyers |
| Indo-China S.N. Co. | 210 | \$93, buyers |
| Shell Transport Co. | 21 | \$24. |
| Star Ferry | \$10 | \$34, buyers |
| Do. North | \$10 | \$23, sellers |
| Shanghai & S. N. | \$25 | \$50. |
| South China M. Post | \$25 | \$27, sellers |
| Steam Laundry Co. | \$5 | \$84, sellers |
| Do. | \$5 | \$84, sellers |

| | | |
|------------------------|------|---------------|
| Stores & Dispensaries— | | |
| Campbell, M. & Co. | \$10 | \$90. |
| Powell & Co. Wm. | \$10 | \$11, sellers |
| Watkins | \$10 | \$6, sellers |
| Watson & Co. A. S. | \$10 | \$13. |
| United Assurance | \$4 | \$9. |
| Do. Four de | \$10 | \$160. |

VERNON & SMYTH, Brokers.

COMMERCIAL.

CLOSING QUOTATIONS.

| | |
|------------------------------------|-------------|
| ON LONDON— | March 24th. |
| Telegraphic Transfer | 2/03 |
| Bank Bills, on demand | 2/04 |
| Bank Bills, at 30 days' sight | 2/04 |
| Bank Bills, at 4 months' sight | 2/11 |
| Credits, at 4 months' sight | 2/11 |
| Documentary Bills, 4 months' sight | 2/11 |

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|-----------------------------|-------------|
| ON PARIS— | March 24th. |
| Bank Bills, on demand | 253 |
| Credits, at 4 months' sight | 262 |

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|-------------|-------------|
| ON GERMANY— | March 24th. |
| On demand | 210 |

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|-------------------------|-------------|
| ON NEW YORK— | March 24th. |
| Bank Bills, on demand | 50 |
| Credits, 60 days' sight | 50 |

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|----------------------|-------------|
| ON BOMBAY— | March 24th. |
| Telegraphic Transfer | 153 |
| Bank, on demand | 154 |

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|----------------------|-------------|
| ON CALCUTTA— | March 24th. |
| Telegraphic Transfer | 153 |
| Bank, on demand | 154 |

| | |
|-------------------------------|-------------|
| ON SHANGHAI— | March 24th. |
| Bank, at sight | 71 |
| Private, 30 days' sight | 72 |
| YOKOHAMA—On demand | 104 |
| ON MANILA—On demand—Poco | 100 |
| ON SINGAPORE—On demand | 141 p.m. |
| ON BATAVIA—On demand | 123 |
| ON HAIPHONG—On demand | 3 p.m. |
| ON SAIGON—On demand | 3 p.m. |
| ON BANGKOK—On demand | 6 |
| SOVEREIGN, Bank's Buying Rate | 2.85 |
| GOLD LEAF, 100 fine, per tael | 50.80 |
| SILVER, per oz. | 304.0 |

| | |
|-----------------------|-------------|
| ON HONGKONG— | March 24th. |
| Malaya New | \$990 to |
| Malaya Old | \$1040 to |
| Malaya V. Old | \$1159 to |
| Peruvian fine quality | \$1050 to |
| Patna extra fine | \$1100 to |
| Patna Old | \$920 to |
| Benares New | \$855 to |
| Benares Old | to |

| | |
|----------------|-------------|
| ON HONGKONG— | March 24th. |
| Barometer | 29.83 |
| Temperature | 65 |
| Humidity | 95 |
| Wind Direction | E |
| Force | 3 |
| Weather | of |
| Rain | of |

| | |
|----------------|-------------|
| ON HONGKONG— | March 24th. |
| Barometer | 29.83 |
| Temperature | 65 |
| Humidity | 95 |
| Wind Direction | E |
| Force | 3 |
| Weather | of |
| Rain | of |

| | |
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| | |
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|----------------|-------------|
| ON HONGKONG— | March 24th. |
| Barometer | 29.83 |
| Temperature | 65 |
| Humidity | 95 |
| Wind Direction | E |
| Force | 3 |
| Weather | of |
| Rain | of |

| | |
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| Barometer | 29.83 |
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| Wind Direction | E |
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| Weather | of |
| Rain | of |

NOTICES TO CONSIGNEES

S.S. "ARMAND BEHIC."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London ex s.s. *Bogdan*, from Bordeaux ex s.s. *Ville d'Arras*, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 20th March, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before 20th March, or they will not be recognised. All damaged packages will be examined on Tuesday, the 20th March, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th March, 1906.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA,"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,
Acting General Agent.

Hongkong, 20th March, 1906.

NOTICE TO CONSIGNEES.

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